

# MOTOR RACING

and  
Economy Car News

7th Year - No. 20 - Los Angeles, Calif.

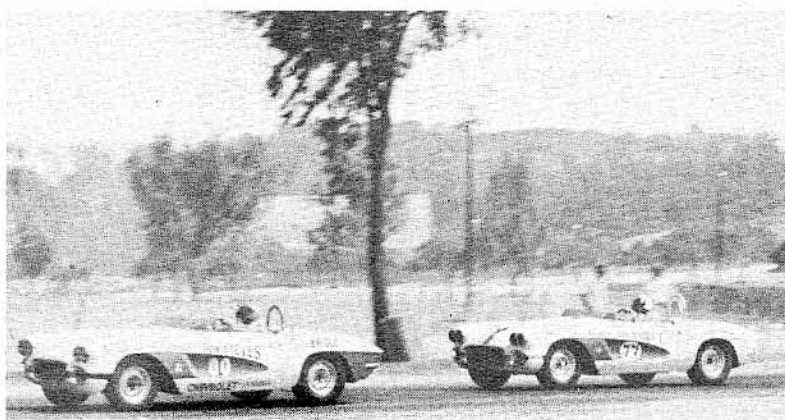
Aug. 24-31, 1962

(Published bi-weekly except last issue of calendar year)

25¢

## Some Of The Action At Pomona

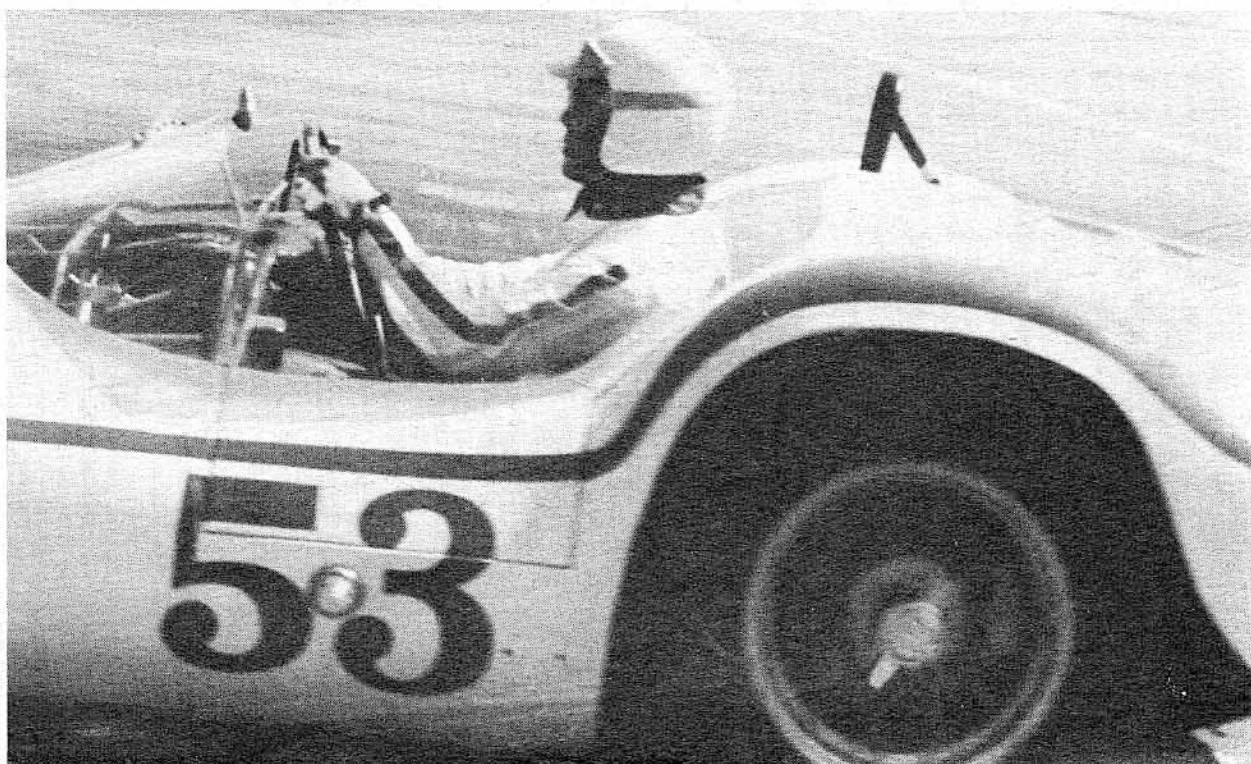
MORE PHOTOS ON PAGES 1 & 5; STORY ON PAGE 1



*Mac Donald blew, Freitas (77) won*



*Hey, fire in the hay!*



*BILL KRAUSE . . . winning again in the Birdcage Maserati*

MOTORACING photo by Gus V. Vignolle



## NO 7th MAN

The interim board of the new club to be formed from the merger of the Cal Club SCCA and USSCC (USAC) met Aug. 28, but the all-important "impartial seventh member" was not selected. One of the Cal Club's three members, Joe Weissman, was absent.

For that reason, the temporary board decided to wait until Sept. 6, when the seventh member will be chosen.

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## CALENDAR

SEPTEMBER  
7-9---SF region SCCA Natl. Golden West Rally.  
7-9---Mahoning Valley region SCCA Natl. Great Petroleum Rally.  
8-9---Chicago region SCCA Natl. races, Road America, Elkhart Lake, Wisc.  
14-16---Indianapolis region SCCA Natl. Indianapolis 500 Rally.  
15-16---\$10,850 GT and sports car races, Bridgehampton Double 400, Long Island, NY.  
16---Italian Grand Prix F1 World Championship, Monza, Italy.  
21-22---Glen region SCCA Natl. races, Watkins Glen, NY.  
21-23---Colorado region SCCA Natl. Continental Divide Rally.  
22-23---SF region SCCA races, Stead Air Force Base, Reno.  
29-30---USAC Intl. races, Pacific Raceways, Kent, Wash.



MOTORACING photo by Gus V. Vignolle

MILES WINNING IN THE SUNBEAM ALPINE

## Another One For Krause Aboard Birdcage at Pomona

By GUS V. VIGNOLLE  
Editor of MOTORACING

POMONA, Calif., Aug. 19---Bill Krause, 29-year-old Long Beach sports car driver who is the No. 1 big-bore pilot on the Coast, has had more than his share of woes with the Birdcage Maserati at four courses earlier this year.

But that all seems in the past now. Today, as exactly one month ago at this same LA County Fairgrounds 1.85mi. course, he had

his troubles, but he won for his third straight. The winstrapping started at Oakland after he had led the field but fizzled at Santa Barbara, Laguna Seca, Portland and Riverside.

A month ago, Krause won by nearly a minute and averaged 78.85mph. Today, he went faster -- 79.75mph for 25 laps -- and won by 20s. from Ken Miles, driving a Porsche RS61. Don Hulet, yesterday's winner in his big Jag.Spl., was third. Jay Hills, Porsche RSK, was fourth, and Art Snyder, in his new BMC Genie, was fifth.

There were 15 finishers, eight DNFs.

Class winners were Hulet, C; Krause, D; Miles, F, and Snyder, G.

Krause did not race yesterday. The Birdcage had been sold by Harry Finer to Steve Diulo. The bearings and transmission needed plenty of work, and it was not until just before the start of the feature that they finished it up.

Bill didn't get a single practice lap---and started at the tail-end of the pack.

Hulet was the early leader, followed by Jack Nethercutt, Lotus 19. But on lap 7 Krause was in front, and shortly after, Miles passed Hulet and Nethercutt for second place, a spot he kept almost all the rest of the way.

All this time an inspired drive was being turned in by Frank Monise in his new class F Lotus 23,

Continued on page 5



MILES DITTO IN THE PORSCHE RS61

## Vignettes

By Gus V. Vignolle

- Public Relations!
- Dredge Leaves
- Moss Quotes

TO PARAPHRASE the late WILL ROGERS, I'd like to say that I don't make jokes---I just watch and listen to some of the people in this racket and report the facts.

All race courses are notorious for their bum public relations, but I guess Riverside is about the worst. But what can you expect---those guys are not a racing people, to begin with.

In the last issue I told you that 500mi. stocker at Riverside Jan. 20 would carry about \$35,000 in prize fund. Not a word from the Riversiders on this. Then, just the other day, out of Dayton came the yarn, quoting IRONBOSS FRANCE of NASCAR that the race would have a purse of \$41,935 plus accessory scratch.

I suppose next a story will pop out of Paris, saying the US Grand Prix is coming to Riverside, which is in the same class with that bird who pulled one of the biggest fiascos of all time and left a long trail of unpaid debts in this region, ALEC ULMANN.

Watkins Glen also doesn't know the meaning of public relations, but they're better than Riverside and they deserve the US Grand Prix!

Basta!

### YES, SAYS FORD

Also: about six weeks ago I popped the yarn that TROUTMAN & BARNES were building that 1500cc sports car for Ford

Continued on page 3

## BIG FIELD AT BRITISH SHOW

POMONA, Calif., Aug. 26 --- More than 300 sports cars competed at the LA County Fairgrounds here today in all-British Trophy Day sponsored by the British Automobile Manufacturers Assn. The California Sports Car Club supervised the affair, with Lew Spencer as general chairman. Other British-marque clubs set up a Concours d'Elegance, a gymkhana, a slalom, a funkhana and a brake and acceleration test.

In the winners' circle were: Concours: Best in Show, Gary Familien, Jaguar SK-E; Class A, Don Jacquin, MGA; B, Tad Hutchison, MGTF; C, Hal Damsis, Doretti; D, Bob Laviolette, Jaguar Convertible; C, James Swigert, Lotus Elite; H, J.W. Luvving, Jaguar Mark 5; J, Fred Sander, Mini-Cooper.

Winners in the various activities were: Acceleration and Braking, Harry Van der Burgt, Austin-Healey, Ventura; Gymkhana, Jack Dawes, Austin-Healey Sprite, Pico-Rivera; Slalom, Bill Coops, Austin 850, Glendale; Funkhana, S. Mac Arthur, Triumph TR4, Compton.

Concours judges were Strother MacMinn, Vilem and Zaz Haan, Tom Gags, Chuck Matthews, Sunnie Baker, Fred Sander, Bruce Powell and Alan Elgar.



PAULA MURPHY

## Paula Murphy Wins 3 Races In 2 Days

POMONA, Calif., Aug. 19--- One thing pert Paula Murphy of Granada Hills, Calif., loves to do is pilot a race car.

And it makes no difference---sports cars or stockers.

Yesterday, at the LA County Fairgrounds sports car races, she won the 8-lap women's race by 24s. in a Porsche Super. Her average was 70.55mph.

Then she trekked over to the desert community of Saugus that same night and several hours later won one heat of a Powder Puff Derby in a 1949 Olds coupe.

Two wins in two outs. And today she was back at Pomona and again won the 10-lap women's race in a potent Porsche RSK from the stable of that famed rear-engine car expert, Vasek Polak, Manhattan Beach Porsche dealer. She won by 12.5s. and averaged 69.10mph.

Paula has been racing four years and has steered everything from a little Berkeley to a Ferrari. She's tough to beat!

Paula recently was nominated for the board of the new club to be made up of Cal Club and USSCC.

## Californians Clean Up at Riverside

RIVERSIDE, Calif., Aug. 26 - Californians made a cleansweep of the 18 trophies awarded winners of the five events of the two-day gymkhana at Riverside Intl. Raceway that was a feature of the national convention of the EMPI Monza Owners Club.

Competition was as heated as the 104-degree weather that prevailed here.

Men's overall winner was Bert Hamrick, Los Angeles, who took home four trophies. Second place in overall standings went to Bob Walker, Inglewood, only 1.04s. behind Hamrick in total time for the five events.

Women's overall winner was Mardi Butt, Los Angeles.

EMPI awarded a special plaque to the Dingmans (Joyce, Glenn, and Robert), who drove 3,000-plus miles from Montreal, Canada, in a Monza Spyder to give the event a bit of international flavor.

Corvair officials were among the interested spectators at the gymkhana and the technical panel session of the convention.

Convention gymkhana events were directed by members of the Arrowhead Sports Car Club, San Bernardino, and Corvettes Ltd., Los Angeles. Tom Benavides supervised a crew of about 40 volunteer officials.

Paul O'Shea, national director of the EMPI Monza Owners Club, said plans are to make it an annual affair. Future conventions may include rallies and Monza road races, he added.

### OTHER WINNERS:

Slalom: Bob Walker 1:10.80; Acceleration & Braking: R.A. Shaw, 13.15; Funkhana: J.J. Fisher, 1:17.50; Trialom: Bob Walker, 54.00; Gymkhana Special: Bob Walker, 1:05.00.

### ATTENTION, ALL MALES

The Latin-American beauty got off to a good start.

"I'm very happy to be in Long Beach," she said.

Then she ad-libbed:

"I like American men. I hope you will all come to my country because we have to increase the population."

## Auto Show On TV

NBC Television presents a full hour in color from the Detroit Auto Show Sunday, Oct. 21, from 6 to 7 p.m. in all time zones. Chet Huntley and the TODAY SHOW cast will act as host.



JAY HILLS SCORES AT POMONA



## Letters to MotoRacing

'Most Ignorant Drivers in the World From NY'

I don't want to support C&D's editorial comments but feel you were wrong in your VIGNETTES of Aug. 10th issue to slam the LA drivers. As a group, the S. Calif. driver -- including LA -- is far superior to any similar area in the nation. Sure, you have your share of funny-farm candidates here, but the AVERAGE driver moves faster, is more aware of potential dangers, is more courteous, and is more skillful with his automobile than the average in any other city or state you'd care to name.

Probably the most incompetent, ignorant, discourteous drivers in the world are in the NY area and the life expectancy of the average New York driver, if transplanted here, would be one week at best. They spend the majority of their lives driving at less than 40mph, under constant police harassment, on roads of either assinine or antique design, and under just about every unpleasant condition imaginable. Hence, they have no interest in and derive no pleasure from driving; it's an ugly, but necessary evil designed to fill civic AND private coffers.

The vehicle laws are such that it is literally impossible to operate a car without breaking them. Police can and do sweep down unendingly like Jacks in a school of Mullet. Three generations of this condition have produced unequalled indifference and antagonism. "So hit me, I'm insured," is their motto. Only three types drive with any skill or at decent speed; the Brave, Foolish, or Politically Well-Connected. The AVERAGE driver develops all the judgement, reflexes, and coordination of a spastic sloth.

The S. Calif. driver has been much more fortunate and, from my observations, has taken good advantage of it. By comparison, an LA driver seldom uses his horn and will, given half a chance, try to drive out of a situation rather than panic. As far as courtesy is concerned, observe the unpoliced alternating of cars feeding into the Sepulveda Pass tunnel. Were this same trap placed in the NY area, they'd be flying starved or maimed corpses out of the canyon for months afterward.

No, Gus. I think you've grown bitter because someone knocked you on your gourd when you tried to U-Turn your Honda. The LA driver is far above average and I don't think C&D was far off base calling them the best in the world.

JERRY TITUS  
SPORTS CAR GRAPHIC  
Hollywood, California

### INSANE CINCY DRIVERS

I read your great column on the stupid Los Angeles drivers. I live in California now, but I am not boasting about it. I used to live in Cincinnati, and that idiot city should receive some kind of award for producing more insane highway drivers than anybody else.

But I don't think we should be

too harsh on Cincinnati drivers, because you must remember that that alleged dump-city is stuck in the worst part of the country. How can you drive when practically everything is a two-lane deal?

There is absolutely nothing even approaching courtesy.

Drivers cut you off, and they think nothing of passing you

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Staff Writers  
Frank Mason, Eric Hauser, Marguerite  
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on a curve. They are forever in an unexplainable hurry, and this, of course, explains the lack of courtesy.

So I said the hell with the Cincinnati dummies, and took it easy behind a great big truck and headed for California.

JIM DALECKE  
Seal Beach, California

### CRAZIEST FROM BOSTON

You say the worst (highway) drivers are in Los Angeles. You are out of your mind, sir. The greatest automotive idiocy exists in Boston, which, strangely, is still a part of the United States.

Boston may be great for historical monuments, but I would like to know what else it's good for. Boston is so old and its streets are so narrow that you can't help getting hung up. You go up and down and around and, even if you're not drinking hard liquor, you don't know where you are.

The poor, hapless citizens are courteous on what they choose to call roads because they have a tremendous problem due to their city being so cobwebby-old. They acknowledge this and realize they have to be courteous.

And I don't even live in Boston; I live where the drivers are probably worse than Los Angeles — Pittsburgh, but that's another story for another day.

CARSON PARKS  
Pittsburgh, Pa.

### IS THIS POSSIBLE? ?

I am sorry I cannot agree with you about Los Angeles drivers being the worst. That prize will have to go to Chicago drivers. You see, the police here are so corrupt that people can do what they like. That makes for nice highway problems.

Often times when Chicagoans get mad at drivers, they run into each other on purpose. There is no law enforcement, so you can get away with just about anything. And a \$5 bill always does wonders with the cops. They never turn it down.

Why I used to know a cop on a three-wheeler who used to make his marijuana deliveries. Honest.

JANET MASON  
Chicago

## Foreign Car Registrations

	Calif.	%	NORTH	%	SOUTH	%
1. Volkswagen	10527	53.1	4686	58.8	5841	49.3
2. Renault	1123	6.0	258	3.2	927	7.8
3. Volvo	1123	5.7	482	6.1	641	5.4
4. Triumph	837	4.2	359	4.5	478	4.0
5. Austin Healey	744	3.8	347	4.4	397	3.4
6. MG	716	3.6	314	4.0	398	3.4
7. Jaguar	602	3.0	225	2.8	377	3.2
8. Mercedes Benz	281	2.6	185	2.3	336	2.8
9. Fiat	286	2.5	135	1.7	353	3.0
10. Porsche	413	2.1	182	2.3	231	1.9
11. Metropolitan	333	1.7	89	1.1	244	2.1
12. Sunbeam	331	1.7	94	1.2	237	2.0
13. Simca	297	1.5	46	.6	251	2.1
14. Hillman	255	1.3	59	.7	196	1.7
15. Peugeot	245	1.2	81	1.0	164	1.4
16. Alfa Romeo	240	1.2	70	.9	170	1.4
17. English Ford	119	.6	51	.6	68	.6
18. Citroen	95	.5	32	.4	63	.5
19. Morris	81	.4	52	.7	29	.2
20. Lotus	79	.4	17	.2	62	.5
21. Austin	76	.4	43	.5	33	.3
22. Datsun	63	.3	10	.1	53	.4
23. Borgward	40	.2	20	.3	20	.2
24. Rover	37	.2	14	.2	23	.2
25. Toyota	35	.2	3	.0	32	.3
26. BMW	33	.2	6	.1	27	.2
27. Auto Union	31	.2	3	.0	28	.2
28. NSU	31	.2	16	.2	15	.2
29. Facel Vega	28	.1	1	.0	27	.2
30. Daimler	27	.1	16	.2	11	.1
31. Vauxhall	22	.1	8	.1	14	.1
32. Peugeot	20	.1	6	.1	14	.1
33. Rolls Royce	17	.1	5	.1	12	.1
34. Prince	16	.1	15	.2	1	.0
35. Opel	11	.1	6	.1	5	.0
36. Morgan	10	.1	4	.1	6	.0
37. Aston Martin	9	.0	7	.1	2	.0
38. BMW	8	.0	3	.0	5	.0
39. Honda	8	.0	3	.0	5	.0
40. Panhard	8	.0	—	—	8	.1
Miscellaneous (7 or less each)	54	.3	11	.1	43	.4
TOTAL	19813		7966		11847	

(Courtesy MOTOR REGISTRATION NEWS OF CALIF., Oakland 6, Calif.)

## Economy Car News...

By LEE ADRIAN

The Common Market automotive competition eventually will whittle European auto producers by more than half, according to VINCENT GROB, president of Renault in the US.

He said last week in NY that about 15 European producers will be reduced to five or six European-owned firms. The new competition

will affect American subsidiaries in Europe, and European car makers are concerned over this, Grob added.

Capital and resources behind such firms as General Motors and Ford dwarf European firms. GM and Ford produce small versions of their cars in their European operations.

Europe-made small models will form the competition, Grob said, not American cars shipped to Europe, for reasons of mileage and roads.

Some European firms, including Renault, are government-owned or enjoy definite government protections against outsiders, he pointed out.

LEE IACOCO of Ford predicts the industry will sell 6.2 to 6.4 million cars, including imports, in 1963. He repeated an earlier forecast of 6.75 million for 1962. Only in 59-60 has the industry had consecutive years above the 6 million mark.

Included in new models, the Falcon for 1963 will gain two convertibles, a two-door hard-top, a sport coupe and an additional four-door sedan.

Emphasis is on sporty models, with 15 having bucket seats, and T-Bird styling. More than \$100 million in development cost, it was reported.

JOHN F. MC LEOD of BRUMOS PR in Florida has been informed that the MG works in Abingdon-on-Thames has turned out the 101,000th MGA and had discontinued the model at that point. The MGB is supposed to be out now, and they'll continue to turn out the MG Midget and AH Sprite.

But I hear the one that should be the real smasher is the MGC-1100. JIM ALEXANDER at HAM-BRO seems to think this one will be better than the Austin Mini-Cooper, and McLeod believes it may become the only version of the Mini-Minor to be sold in this country.

RALLYMASTER ROBERT RICE reports inaugural VW Mileage Rally (patterned after the Economy Run) starts from 464 W. Main, El Cajon, Calif., Sept.

Continued on page 3

## HOLLYWOOD SPORT CARS



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# Vignettes

BY GUS V. VIGNOLLE

THOMAS TAKES OVER FOR DREDGE;  
POLAK ADDS TO PORSCHE STABLE

Continued from Page 1

in Culver City. I wrote Ford to confirm or deny it. Back in Dearborn someone named SAM RADAK wrote me: "...However, company policy prohibits us from commenting on anything except current production model cars. Thanks again for your interest."

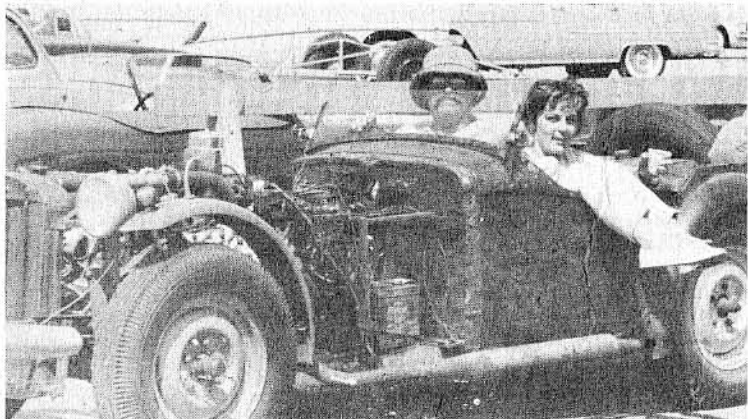
Ho-ho!

Now, someone from Ford calls and says yes-yes, it's so. It's the Mustang, an experimental job. Only one made. Component pix in mid-Sept. Press announcement Oct. 10. Car on display here at Riverside.

Great---the wonders of public and professional relations!

\*\*\*

JACINTO ZAMORA writes from Taos, NM, that he'd like to see a photo of that prehistoric Old Betsy Merc Spl. that ELMER WARING is taking to Japan. JULES DELANCEY got the shot at Pomona,



ELMER WARING, BETSY SPL. AND FRIEND

herewith printed. Nobody (not even Waring) could identify the doll relaxing in the tourer... VASEK POLAK, recognized as one of the best Porsche mechanics in the world, produced three winners at Pomona---BUZZ NAYLOR, who's coming up in the novice ranks; JAY HILLS and PAULA MURPHY. And the word now is that DON HULLETTE is joining the team of the Manhattan Beach dealer for the Sta. Barbara races. Don probably will do as well as BAT MASTERSON did when he switched to Porsche from one of those old cumbersome jobs....

\*\*\*

## REAL JOKERS ON THE SNAPPER-WRAPPERS

For the most part, over the width and breadth of the land, covering the races and automotive scene for the Snapper-Wrappers, you see just about anything except bonafide newspapermen---display ad salesmen, classified salesmen, press agents, Box Brownie Brigades, hotel room clerks, bus boys, steeplejacks and I even know a part-time pimp who is an "auto man." So it is refreshing indeed



VASEK POLAK



BILL DREDGE

when you come across a genuine editorial man, an honest city desk reporter, as an automotive editor---a guy who doesn't wear two sombreros, that of scrivener and that of ad salesman.

Such a person is BILL DREDGE, former Morgan Plus 4 pilot, who was moved from cityside to auto editor at the LA TIMES about

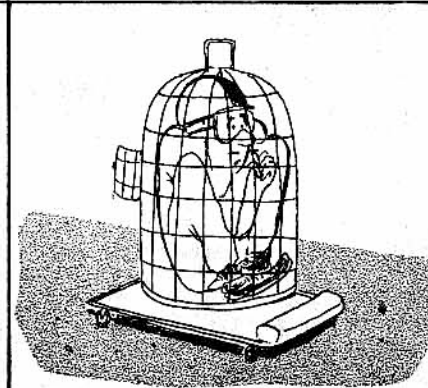
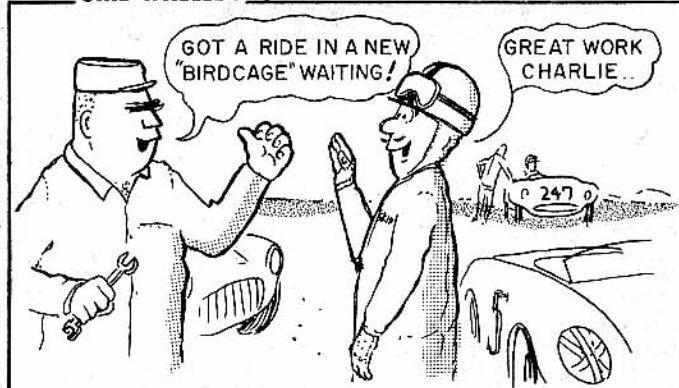


BOB MC KAY (L) AND BOB SCHNEIDER IN MEXICO

four years ago. It was a delight to watch Bill work. At the freeloards, he didn't settle for the usual press agent handouts. He probed. He

Continued to page 7

## SKID WHEELER by PUCKER



## NILSSON LOLA FJ WINNER AT PORTLAND

By JACK DENO  
Special to MOTORACING

PORTLAND, Ore., Aug. 19 -- Skin-divers, blondes, horses, and a tricky, narrow 2.4mi. course make Portland, Oregon's, Delta Park circuit one of the best on the Northwest circuit. The horses control the crowd, the blondes control the pits, and the skin-divers pull out any out-of-control drivers who end up in any of the many sloughs that run along the course (a few have).

Today's race meet was the last race of the year for the Portland area, and the entry list ran over 130 cars for the ICNSCC event.

Lyle Forsgren took the small production and modified event in his Forsgrini Spl., and the ever-potent Mike Eyerly of Salem wheeled his Porsche for an overall and class win over Bob Fletcher's TR. Dan McMahon (Corvette) found himself all alone after a couple of laps in the big production car race, and toured the course.

The modified race gave the crowd their money's worth with a real 30-minute duel between McMahon in his Corvette, and Gene Lee of Portland, driving his Corvette Spl. The two cars were never more than a few seconds apart, with big Dan narrowly taking the nod and third overall. Terry Nilsson of Burnaby, B.C., was overall winner of the race, doing a beautiful job of driving his very hot Lola Form. Jr. Chuck Donaldson was second in a Lotus 18.

Two handicap races were attempted, with cars starting seconds, and even minutes apart according to previous lap times. Everett Hatch, Aumsville, Or., (Corvette) wound his way through the traffic and won. The other handicap thing had a Karmann-Ghia as one of the first cars off the line, and a surprised Rudy von Hertzberg of Vancouver, B.C., was still in front at the finish! Sacre Bleu! A K-Ghia?

Novice race---1. Don Bolen, Volvo Spl.; 2. Gary Wright, Porsche Super 90; 3. Norman Gustafson, Austin-Healey.

Novice race---1. Richard Bertman, MGA; 2. Wendy Nelson, Alfa Romeo Giulietta; 3. William Stafford, MGA.

GHI Prod. & H Mod. ---1. Lyle Forsgren, Forsgrini Monte Carlo; 2. Eric Faulks, Volvo; 3. Mike Serabian, AH Sprite G. Faulks; 4. Mickey McGuire, AH Sprite II (9th oa); 5. Rudy von Hertzberg, VW Karmann-Ghia (16th oa); 6. H Mod., Forsgren, EF Prod. ---1. Mike Eyerly, Porsche; 2. Bob Fletcher, Triumph TR4; 3. John Antons, Sunbeam Alpine. E, Fletcher; F, Eyerly.

ABCD Prod. ---1. Dan McMahon, Corvette; 2. Bob Rinde, Triumph TR4; 3. John Hall, Porsche Carrera. A, McMahon; B, Hall; C, Rinde; D, Jack Scoville, Porsche (4th oa).

All Mod. except H, and Form. Jr. ---1. Terry Nilsson, Lola Form. Jr.; 2. Charles Donaldson, Lotus 18; 3. Dan McMahon, Corvette. C, Gene Lee, Corvette Spl. (4th oa); D, Bill Stevens, Austin-Healey (11th oa); E, Keith Armstrong, TR Spl (7th oa); F, George Miller, Alfa Romeo Veloce (9th oa); G, Spencer Stoddard, Lotus 9 (6th oa); Form. Jr., Nilsson.

Handicap race---1. Rudy von Hertzberg, VW Karmann-Ghia; 2. Dan Hall, AH Sprite; 3. Eric Faulks, Volvo.

Handicap race---1. Everett Hatch, Corvette; 2. Terry Van Dyke, Alfa Romeo Veloce; 3. Charles Donaldson, Lotus 18.



ONE OF HOTTEST dices in Aug. 19 races at Delta Park, Portland, Ore., was for third, and here Dan McMahon (Corvette) takes the nod over Gene Lee (Corvette Spl.). (Photo by Jack Deno)

## Economy Car News

Continued from page 2

16. Approx. six hours of driving over a 250mi. course. Write to the San Diego VW Club, 5232 Waring Rd., San Diego, Calif., for details... GM, first corporation every to earn \$1 billion in a single year, has reported

a profit of more than three-quarters of a billion for the first six months of 1962...

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## HOOPER TAKES 3RD STRAIGHT WIN AT POMONA IN HANSEN CORVETTE!



Doug Hooper drove Hansen Chevrolet's '57 Corvette to "B" Production wins, finishing 2nd over-all both Saturday and Sunday, August 18th and 19th. This makes three straight wins for Hooper, as he won "B" Production and finished 2nd over-all last July 21st at Pomona.

Shown l. to r. are: Doug Hooper; Beverly La Rocque, Queen of the 3rd Running of Pomona Road Races; and Jack Bell, Hansen Chevrolet Service Manager.

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## AIN'T IT THE TRUTH!

By FRANK MASON

I know you've been told, or you've read somewhere, that two primary instincts dominate our lives --- self-preservation and biological urge. Don't you believe it.

I am a nonconformist and I claim that even infants display, or are governed by, two natural compulsions that have nothing to do with sex or survival. First of all is the desire to attract attention, then the necessity to have one thing above all others to be particularly fond of.

The kid insists on being noticed, and then won't quit yelling or go to sleep without his pet possession; which might be an old Teddy bear or a piece of a worn-out blanket.

When the child becomes a teenager, these two original compulsions are still tops. He demands a hot-rod or a custom job --- he needs to satisfy his craving for one thing to love, and something to attract attention.

Outgrowing the customized car or dragster phase, he then wants a sports car, proving that the compulsions of infancy carry over into adulthood, if you know what I mean.

### IT'S DIFFERENT NOW

Because a sports car, until 10 years ago, provided something to be extremely fond of, and roaring around with a cocky exhaust in a brilliant sports model sure as hell attracted attention. But not no more it don't.

You see, sports cars are now ubiquitous. Everybody's got one. So... although that sports car certainly gives him something to be wild, simply wild about, only an extremely expensive or unique model nowadays gets admiring looks or provokes anything but casual attention. To gratify BOTH of those primal urges he has to specialize.

If he has that rare combination of skill and stamina that adds up to race driving, okay. Takes less ability and agility, but with lots of practice and a good navigator, he can win rallies. With considerable skill, experience, the right car and tires, he can excel at slaloms. If he wants to be a champion and get his

## WRITE ANGLES

(SQUARE)

name in MOTORACING, he has to do more than drive around in a sporty-looking car; he's got to specialize.

### YOU CAN SHOW-OFF

Even at my advance age (I've graduated from adultery) there's still that old addiction to the two original desires aforementioned. Having no skill at the steering-wheel --- being more adept with a typewriter or a Rollei than a car --- I found I could specialize anyway; attract some attention and hang on to the old MG I am truly that way about.

I did a little renovating on the veteran TC, shined it up and dived into the Concours d'Elegance dodge. It worked! I won trophies, found something to pound this keyboard about, and indulge in my slight camerability. And look: here's my name (and picture) in MOTORACING.

It pays to specialize. If you can't be a champ, you can be a show-off.

## Big Field Due for Reno Races

RENO, Aug. 31 --- Entry blanks are in the mail to some 500 US sports car drivers for the 2nd annual Reno Grand Prix road races to be held Sept. 22-23 at Stead AFB, Nev.

Slated as a divisional championship race by the sanctioning SCCA, the races are expected to attract a large field of drivers to compete for championship points. Since only one championship race follows Reno, leading contenders will have one of their last opportunities to garner points.

Charlie (Junior) Parsons of Monterey wheeled his Birdcage Maserati to an 85.7mph average speed around the 3-mi., 8-turn circuit to take the modified event in a Costin Lister-Jaguar.

Underwritten by Reno and Lake Tahoe sportsman Bill Harrah, the races are sponsored by the Reno Lions Club for their charities.

Race headquarters is Reno's Holiday Hotel.

### PLEASE NOTE

On the highway in Calif., a red light still means stop, and an amber light still signifies caution.

## Letter From CANADA

BY EVE WHITE

Seems Canada has got itself involved in the battle of the initials as ACCUS has informed the Canadian Automobile Sport Club that USAC objects to the Intl. Canadian Grand Prix being run on Sept. 29. The previously planned USAC race at Indianapolis has been switched to Pacific Raceways, so the 2nd Intl. FIA Canadian Grand Prix will be run at Mosport on September 22. The rumour mill is grinding out some exotic names for this event, including BONNIER in a new Porsche, the No. American Racing Team in force, and an inquiry from the UDT/Laystall Ireland and Gregory team shows their anxiousness to come. The British Empire Motor Club, race organizers, have expressed confidence in the size and excellence of the field...

The second leg of the Challenge Scramble was rather a points walkover, as the US riders gained over 9000, while the Canadians had just over 5000. However, the racing was very close and some thrilling action was observed. The local TV carried very good coverage on this race...

MIKE DUFF, our Canadian Intl. rider in Europe, had several crank pins, and a crank case to fix, but he is once more on the go. He placed 5th in the 350 East German Grand Prix, and broke a 500cc crank pin in practice. The next day he joined the 500 cc race after a lap had already gone by, and still finished in 8th place...

The Indian Summer Trophy Races, the last of the Natl. events for '62, will see the top points men fight it out. FRANCIS BRADLEY (Lotus 19) is off to Alberta to try and pick up some handy points this weekend, and the runner-up, LUDWIG HEIMRATH will be all out to catch up with his Porsche RS. The Indian Summer Trophy Races feature cars and motorcycles, and carry the Indian theme throughout, with Indian war bonnets specially made to give to the winners. It's at Mosport, Sept. 8.

\*\*\*

Drop Gus a line if you would like any more information on Canadian events. He'll be glad to pass on any letters, especially if it will get him out of answering them!

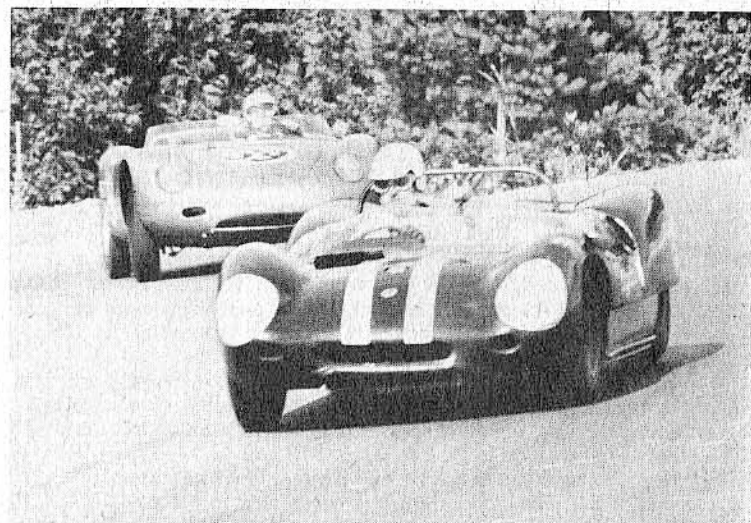
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FRANCIS BRADLEY just ahead of Ludwig Heimrath in recent Canadian race (see adjoining Letter from Canada) as well as in championship standings. (Photo by Hans P. Gulde)

## KEN PURDY ON STIRLING MOSS

By ERIC HAUSER

There is an exceptionally good personality study on Stirling Moss in the Sept. issue of PLAYBOY magazine. If I were more confident of my qualifications as a literary critic, I would be strongly inclined to say that it is probably a classic.

Ken Purdy is an acknowledged master when it comes to automotive writing, so it may not surprise you that he has done such a superlative job in this penetrating and comprehensive character and personality analysis of a Grand Prix racer who is undoubtedly destined to become the most famous driver of all time.

The first half of this article is largely biographical and starts with Moss first learning to drive. Purdy presents some interesting statistics on Moss' racing career which I had never seen before.

It is in the last half that Purdy does a really magnificent job exploring the many philosophical, physiological and psychological ramifications of what makes any given individual excel in his chosen field. It is precisely in this area where most writers fail to grasp, or at least to explain adequately, the way top racing drivers think and feel.

### MOSS MOST ARTICULATE AND INTELLIGENT

Moss is, of course, probably the most articulate and intelligent racing driver ever to come down the pike, and Ken Purdy makes the most of it, coming on like a real champion in his own field in his presentation and interpretation of the more nebulous aspects of the racing driver's psyche.

Purdy has been fortunate enough to know some outstanding people in various other fields of endeavor and makes observations on the parallels that exist.

He draws Moss out on the topics of fear and courage, but failed

Continued on page 7

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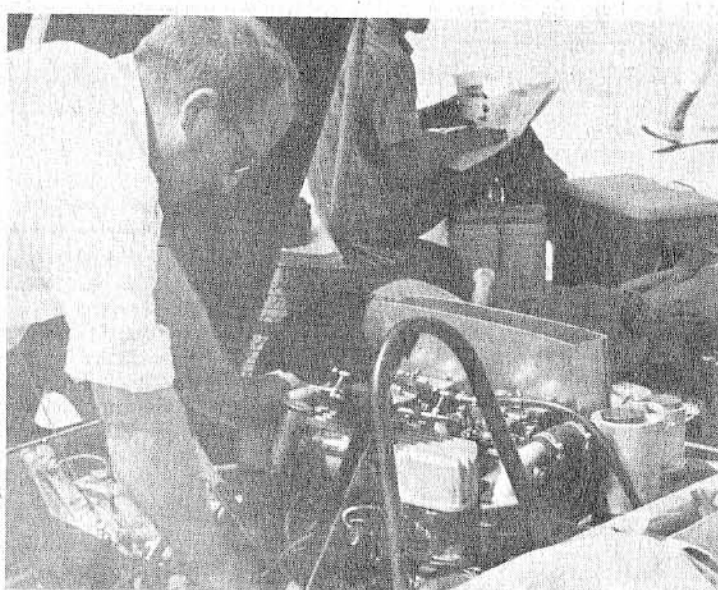
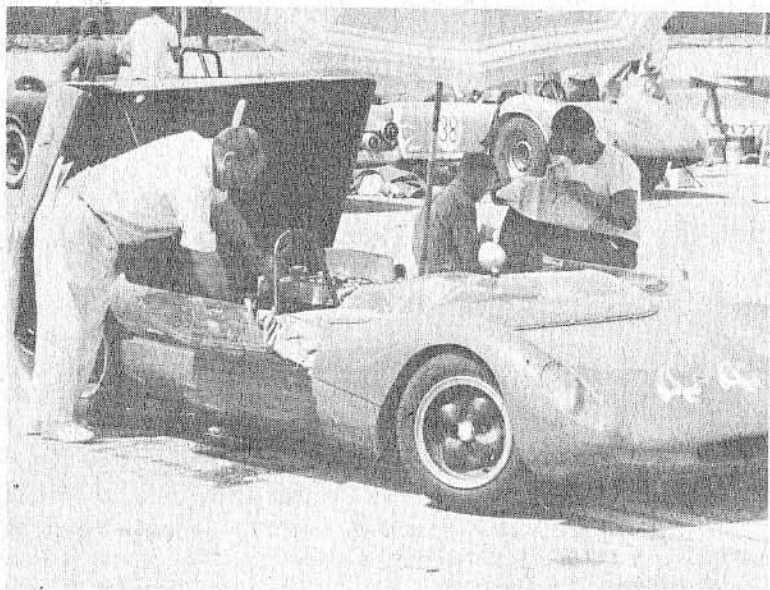


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in the pits at all the races





FRANK MONISE AND HIS NEW LOTUS 23 FLEW BEFORE IT BLEW AT POMONA

## Safety Experts Debate

### 'Seat Belt Story'

NEW YORK, Aug. 31---A panel of top highway safety experts debated all aspects of "the seat belt story" at a special safety forum here.

Dr. James L. Malfetti, head of Columbia University's safety and research project, moderated the discussion by eight of the nation's highway safety experts Aug. 24. Dodge and Amvets (American Veterans of World War II and Korea) were joint sponsors of the forum.

### Winds Hold Back Speed Record Try

BONNEVILLE SALT FLATS, Utah, Aug. 27 ---Strong winds prevented 25-year-old Los Angeles race driver, Craig Breedlove, from making a scheduled test run in his jet-powered racer "Spirit of America."

## SHORT TAKES



By FLAVIO ST. GERMAIN

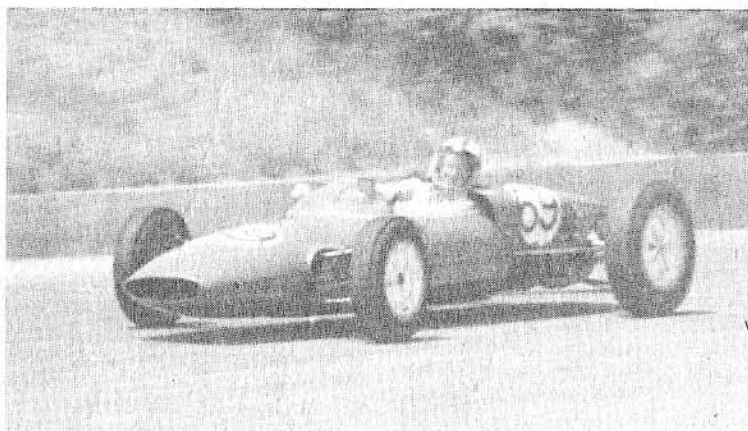
The Grand Prix restaurant has closed days, and that means TED DAVIS is looking for a spot. Here's a guy abreast with everything that's going on in racing, sports car or otherwise. He can be reached at Hollywood 2-2534. . . And that reminds me: a Natl. mag has dropped pins to do a feature article on sports car bistros around the world due to the embarrassing situation that there currently isn't a single one in the publication's own area, So. Calif. For the time being, at least, the sporty-car crowd is hanging out at The Handlebar, a beer bar on Highland Ave. that features top Dixieland four nights a week. . .

BUD COHN'S Rolls-Royce was a no-show at the concours which was part of the British car mfrs. Pomona program. They say it doesn't roll too well in hot weather and, bruddah, it was HORRIBLY HOT at the Fairgrounds over the weekend. . . O.J. PLUMMER of SCRAM announced last June's races at Laguna Seca grossed \$46,500. They also billed this one for charity, so what was the cut to charity and what charity? And they still have not satisfactorily divulged if charity got any kind of a bite from the massive take at last fall's SF Examiner Pacific Grand Prix. SCRAM, the SF SCCA (which makes sure it gets its cut but makes no other announcements), the SF Examiner and the FINEFROCK and VON LOEWENFELDT flackeries are adamant in refusing to let the public in on the take! Final payment on the \$100,000 construction loan on Laguna Seca will be made next spring. . .

Convicted for grand theft in swindle involving 167 Rootes cars, KENNETH FISHER last week got nine months in the clink has to make restitution of \$30,000 and is under probation for five years. Jury held he and HENRY HENKEL, former Rootes boss here, defrauded the British company of \$304,000. Henkel, indicted by the grand jury, escaped to So. America. They were accused of selling the cars, but altering records to show the machines were still in stock. Said Fisher's defense, which claimed he was duped by Henkel, arch-enemy of MOTO-RACING: ". . . Henkel could have sold you the San Francisco bridge." . . .

Top driver BILL KRAUSE may soon land a Honda motorcycle dealership in the Valley. . . Since his operation, CARL GARDNER, the Dunlop tire chief-tain of Gardner-Reynolds in East LA, has quit smoking and drinking. He now sports a white scarf.

Continued on Page 6



BRUCE EGLINTON FJ VICTOR

## KRAUSE WINS

Continued from page 1

making its debut here after a recent win at San Luis Obispo. Frank was flying and passed Hulet for third behind Krause and Miles.

Miles repassed Monise, however, on the 20th lap. On the next lap, Monise did not come around. Later, he said he had broken the crank. He explained the machine was geared too low and getting too high revs.

Krause, who has been racing nine years, had trouble here last month when the bolts vibrated out of the seat and the safety belt had to hold him in. Today, he had trouble with the gear shift lever and had to hold it in place to keep the machine in gear while utilizing the other hand for steering.

Nethercutt, second yesterday, did not finish today. He attributed his DNF to brake failure.

Corvettes, as usual, dominated the big production car race. The 15-lapper was won by Joe Freitas, averaging 76.78mph. It was a class A machine. Second and first in class B was Doug Hooper, also in a Corvette. Jack Coyle, Corvette, was third.

Dave MacDonald led in the early going. He won yesterday, and started in back of the pack both days, believing the practice would hold him good stead for projected stock car racing. He had a new engine in the Steves Chevy, but it wound up with two bent valves and a broken fan belt.

MacDonald was 10th out of the 11 finishers.

Jay Hills, Porsche Carrera, was an impressive winner in the CD Prod. and H Mod. 15-lapper. Ronnie Bucknum, in the Chic Vandagriff Hollywood Sport Cars Austin-Healey 3000, was second and 1st in D to run up his either overall or class wins to something like 18 straight this year. Hills averaged 75.20mph.

Ken Miles continued his winning ways with a Sunbeam Alpine in the EF Prod. race, hitting 72.45mph. Jerry Titus, usually right on Miles' heels, was a DNF after Ray Pickering collided with his Sunbeam Alpine. Jerry clouted the hay before the tunnel, bent the fender over the tire and pulled out.

Frank Smith, Alfa Romeo, won the GH Prod. race by 24s. after an early dice with Tom Tobin, Alfa, who wound up fourth. Bruce Eglinton had the second fastest winning average speed of the day, 77mph, as he won the Formula race with his Lotus 20B Jr. In this one, Raynaldo Herrera demolished his Lotus 18 when he blasted into a concrete abutment just before the tunnel. He was indeed lucky to escape serious injuries.

Paula Murphy's Porsche wins both days are recounted in other columns of this issue, as is the success of affable Vasek Polak, the Manhattan Beach Porsche dealer, who fielded three winners, one of them Buzz Naylor, who took the novice 10-lapper handily in an RS at an average



FRANK SMITH'S ALFA ALSO WON

of 74.5mph.

It was a good crowd of about 15,000 in perfect sunny weather, and the sponsoring United States Sports Car Club (USAC) did a bang-up job, aided by a top crew of workers, including the Woman's Sports Car Club, who did the scoring, charts and other chores in fine style.

Those who have constantly blasted this outfit, maintaining it has been lacking in savvy as far as staging races, stood around with mouths agape.

### SUNDAY SUMMARY

Course ---1.85mi.  
CDEFG Mod. 25 laps---1. Bill Krause, Birdcage Maserati (79.75mph); 2. Ken Miles, Porsche RS61; 3. Don Hulet, Jaguar Spl.; 4. Jay Hills, Porsche RSK; 5. Art Snyder, BMC Genie. C, Hulet; D, Krause; F, Miles; G, Snyder.

AB Prod. 15 laps---1. Joe Freitas, Corvette (76.78mph); 2. Doug Hooper, Corvette; 3. Jack Coyle, Corvette. A, Freitas; B, Hooper.

CD Prod. & H Mod. 15 laps---1. Jay Hills, Porsche Carrera (75.20mph); 2. Ronnie Bucknum, Austin-Healey 3000; 3. Jim Duncan, Lotus S7. Cp, Hills; Dp, Bucknum; Hm, William Seiler, Quicksilver Spl. (15th OA).

EF Prod. 15 laps---1. Ken Miles, Sunbeam Alpine (72.45mph); 2. Ted Block, Sunbeam Alpine; 3. Carl Swanson, MGA. E, Swanson; F, Miles.

GH Prod. 15 laps---1. Frank Smith, Alfa Romeo (70.41mph); 2. Stan Schaeffer, Lotus 7; 3. Serge May, Lotus 7. G, Smith; H, Bill Young, MG Midget (6th OA).

Formula. 15 laps---1. Bruce Eglinton, Lotus 20B (77mph); 2. Dick Boyle, Lotus 20; 3. Bud Smith, Lotus 18. FJ, Eglinton; FIII, Bill

Parmelee, Fairchild (7th OA); FII, Frank Dochnal, Cooper Climax (5th OA).

Women, 10 laps---1. Paula Murphy, Porsche RSK (69.10mph); 2. Barbara Nieland, Lotus; 3. Alice Warren, Sunbeam Alpine; B, Maxine Saylor, Corvette (8th OA); C, Judy Lowe, Jaguar XK120 (4th OA); D, Nieland; E, Aili Larson, Alfa Romeo (7th OA); F, Warren; G, Clara Ross, Lotus 7 (6th OA); H, Bette Saylor, Austin-Healey Sprite (14th OA); Fm, Murphy.

All novices. 10 laps---1. Buzz Naylor, Porsche RS (74.45mph); 2. Joe Weit, Corvette; 3. Arthur Saylor, Corvette. C, Gregg Bayne, Corvette; F, Naylor; G, Bob Oseland, Elva (8th OA); Hm, Dick Rydel, Fiat Abarth Spl. (17th OA); B, Weit; C, Jim Shumway, Jaguar XK120 (25th OA); D, Robert Anderson, Lotus (5th OA); E, Robert Tharp, Elva (9th OA); F, David Leeson, Porsche 1600 (10th OA); G, Milan Micka, Alfa Romeo (19th OA); H, Danny Hopkins, Austin-Healey Sprite (21st OA).

## SOP Added to

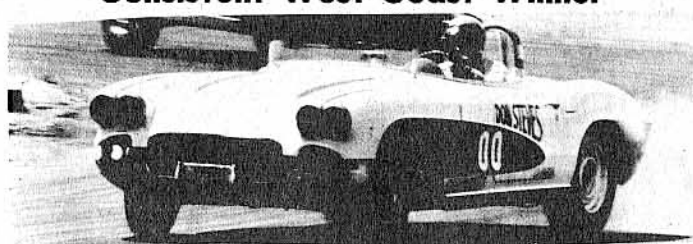
### SF National Rally

SAN FRANCISCO, Aug. 31 ---A "seat-of-the-pants" class has been added to the 5th annual Golden West Rally to be conducted by the SCCA San Francisco region, Sept. 8-9.

National points, however, will be awarded only in the expert class. Awards will be presented to the top ten drivers and the top ten navigators in both classes.

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# RALLY ROUND

BY ISABEL HAAS

SCCSCC CHAMPIONSHIP RALLY POINT STANDINGS

(Includes Count Down)  
(Unofficial)

POS.	DRIVER	CLUB	PTS.	NAVIGATOR	CLUB	PTS.
1	T. Sparks	PSCC	143	D. Sparks	SMSCC	143
2	D. Coulter	T-A	98	J. Coyle	T-A	84
3	F. Reiley	RAL	93	E. Martin	RAL	84
4	R. Stoik	RAL	84	L. Harris	T-A	83
5	D. Huseboe	RM	80	D. Huseboe	RM	80
6	P. Rendahl	CAR	64	G. Kiggins	sfDrc	75
7	M. Grobstein	SCARE	64	V. Rendahl	CAR	64
8	B. Cook	T-A	59	A. Rosenheck	NRSOC	57
9	B. Tarlton	sfDrc	59	J. Curtis	RM	56
10	J. O'Brien	RM	58	T. Lawton	LSCC	56
11	W. Brown	PSCC	57	G. Bermant	RM	55
12	F. Curtis	RM	56	M. Haaz	RAL	51
13	R. Quam	LSCC	56	D. Cook	RAL	50
14	B. Cole	RM	55	J. Sadler	RAL	49
15	J. Hedblom	sfDrc	51	B. Taylor	CAR	48
16	B. Cook	RAL	50	J. Higgins	SCARE	47
17	B. Craik	RAL	49	R. Duncan	SCARE	46
18	G. Leaird	SCARE	47	J. Ryan	T-A	44
19	B. Burklin	LMSOC	41	B. Keife	sfDrc	43
20	J. Neros	CAR	35	M. Burklin	LMSOC	41
21	L. Winzer	RAL	33	C.K. Enoch	NRSOC	35
22	W. Eichelkraut	NRSOC	27	I. Haas	LSCC	34
23	C. Sax	CAR	26	D. Winzer	RAL	33
24	G. Trimble	LMSOC	26	J. Kahn	SCARE	29
25	D. Kanner	sfDrc	25	L. Graber	SCARE	28

The official results of Wheeler Bounce were unavailable at press time. DICK COULTER & JOHN RYAN were first, giving Dick his third first place in a row, something no one else has ever done. He had a different navigator each time: LARRY HARRIS for the "24;" JIM COYLE for count Down. He and John also won Mark IV. . . . Crescent Bay SCC has a new meeting place, Kelbo's at First & Fairfax. The night's the same, fourth Wednesday. . . . Thanks to Long Beach FCCA for moving their Oct. rally out of conflict with the SCCSCC sanctioned open, Encore-Booster on the 28th. Long Beach's date is now Oct. 7. This is the kind of cooperation and good sportsmanship Council has been hoping for. . . . The next SCCSCC championship is Palomar SCC's Rally of the Stars, Sept. 16. Starts at 7:01 a.m., Escondido Bowl, Escondido. Entries available from KEN KELLING, 2215 Cranston Dr., Escondido. . . . The Gimmick League's next one is September Syllogism, by TROC, out of Hody's, Ventura & Sepulveda, 7:30 p.m., Sept. 15. . . . Watch for RAL's Pro-Am rally on Nov. 26. JEFF SADLER is rallymaster, and pro class will be running for loot. Details should be available soon. . . . The Women's Auxiliary of Garden Grove FCCA will present their fourth annual Caveman Rally Sept. 30; starts 9 a.m. at Mayfair Market, Brookhurst & Westminster in Garden Grove. Weaker sex, my foot. These gals put on a rugged rally. . . . HOWARD FRANK may be back on the local rally scene soon, after 16 months in Italy.

## Short Takes

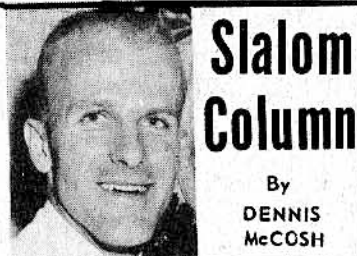
Continued from page 5

emblem of purity, and is down to 165 lb. from his previous 225. . . ROY STOREY, the ex-Corvette driver and Southland radio and TV sportcaster, has pulled the pin and moved up to the SF area. . . BILL HARRAH has bought the radio rights for the Oct. 21 Laguna Seca race. Broadcast will be over KCBS San Francisco, KCRA Sacramento, and KOLO Reno. What SCRAMP (and others) got was not disclosed. . . J.K. LABI starts a MOTORACING column soon on motorcycle road racing. . .

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### THAT'S THE STUFF

WOLFSBURG, Germany -- Work came to a halt at the Volkswagen plants in Germany last month as the company's 71,000 workers took off on their annual three-week paid vacations with holiday bonuses equal to six percent of their annual wages.



## Slalom Column

By  
DENNIS  
McCOSH

San Diego Asebring Drivers' Aug. Massacre was another excellent event sponsored by one of the most active slalom clubs in So. Calif. Unfortunately, races have not been scheduled as far in advance as slaloms have been, nor can they schedule dates to fit anyone else's calendar. Due to the popular Pomona races running on the same day, the event was able to attract only 85 entries, including 13 SDAD members. However, those who came were treated to a good safety inspection, a well designed, safe, and interesting course which was faster than it appeared to be, and a smoothly-run event.

The slalom course consisted of a few deceptively loose switchbacks, a fast but narrow sweeper, a couple of tighter hairpins, a zig-zag section and a hard left to the finish, which was usually crossed in sort of a side slip.

The biggest and one of the few faults with the event was the method of classing cars. MGTF, Alfa Romeo, Volvo P1800, and Austin-Healey 3000 (spelled with two "e's" not one as in the results) were misclassified and could not compete fairly in the classes they were placed in. When are people going to realize that race classes are not suitable for slaloms which are an entirely different kind of event?

DAVE LEHMANN (ROCA) achieved his usual top time of day with yours truly (PSCC) second, less than two seconds back. DENNIS AASE (GGMS) was third, one more second back.

The trophy winners:

CLASS A (14)			
1. Gary Ferguson	Sprite	---	55.07
2. Lee Morrill	Sprite	ISCARA	55.70
3. James Baber	Lotus-7	PSCC	55.88
CLASS B (17)			
1. Mike Evans	Morgan	PSCC	54.87
2. Tom Funston	MGA	OCSCC	54.95
3. D.L. Shultz	MGA	ISCARA	55.46
CLASS C (18)			
1. Dennis McCosh	A-H	PSCC	53.41
2. Dennis Aase	A-H	GGMS	54.40
3. Holly Moyse	Porsche S	SDAD	54.85



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## Joyce-lines

By JOYCE MORGAN

It was an exciting if hot weekend at Pomona. RONNIE BUCKNUM and JAY HILLS had a rather interesting "run-in" in Saturday's bash. . . Celebs in the pits on Sunday---Grand Prix star DAN GURNEY, soon to be off for the GP of Italy at Monza Sept. 16, and HAL PEARY of "The Great Gildersleeve" radio fame. . .

HARRY HEUER of the Meister Brauser Racing Team has taken up a new hobby---sailing. Although he's loaded with legal endive (\$\$) and could have been just an ol' stroker, he was a very earnest and dedicated pilot and developed into a fine racer. I hope he hasn't given up racing completely. If so, racing's loss is sailing's gain. His crew is in Jamaica readying his new sail now. . .

ED RINKER, formerly of Chicago and now with Columbia Pic-

tures here, is anxious to get back into the racing scene. Ed was originator of the 1000mi. rally around Lake Michigan, among other top projects. It's good to see useful and interesting people showing an interest in our sport. . . MARY JACKSON, prexy of the Bachelorette SCC, flipped her pretty TF 1500. Until this incident, her car had the original paint job. . .

BOB (The Great Lover) BONDURANT, the ace Corvette pilot, was at Pomona with his usual "different dish." No scenes with JEANNIE this time? . . Looking for new spots: TED DAVIS, formerly day mixologist at the Grand Prix, and GORDON CROWDER, the former AC Bristol pilot currently between assignments. . . Good to have LANCE REVENTLOW back in the local racing picture. His latest Scarab is a rear-engined, Buick-powered machine. . .

And warm thanks to DICK and RUBY TODD for that wonderful unabashed hospitality during the Pomona race weekend. What a swinging session! Takes days to recover! . . And in closing: Do you know how they separate the men from the boys in Hollywood? With a crowbar!!!

Continued on page 7

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## SLALOM COLUMN

Continued from page 6

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2.	Stone	PSCC	460.8
3.	Doherty	GFCCA	446.0
4.	Harper	POC	413.0
5.	Newton	PSCC	375.0
6.	Flynn	ROCA	370.3
7.	Lister	PSCC	337.6
8.	McCosh	PSCC	315.6
9.	Huston	POC	280.0
10.	Rodensky	RAM	269.3
11.	Reed	SCMG	254.8
12.	Hartung	POC	251.0
13.	McKeever	ROCA	238.1
14.	Barmore	SCMG	235.1
15.	Ross	AHOC	223.0
16.	Van Dusen	SCMG	213.4
17.	Garland	SCMG	211.8
18.	Evans	PSCC	204.0
19.	Alexander	PSCC	193.6
20.	Clock	AHOC	191.7
21.	Ankeny	NRSCC	172.6
22.	Potter	ROCA	164.4
23.	Danon	CSCC	162.2

24.	Kamiya	NRSCC	140.6
25.	Johnson	GFCCA	130.6
26.	Wilcox	CSCC	128.8
27.	Johnson	SCMG	126.9
28.	Copeland	PSCC	120.5
29.	Challman	PSCC	119.4
30.	Thacker	AHOC	102.2

#### WOMEN'S SPORTS

1.	Huston	POC	507.3
2.	Rouen	PSCC	500.5
3.	Doherty	GFCCA	490.1
4.	Johnson	GFCCA	479.8
5.	McCosh	PSCC	472.8
6.	McCarthy	SCMG	440.8
7.	Hatfield	PSCC	243.8
8.	O'Connor	SCMG	225.8
9.	Beauchamp	PSCC	203.3
10.	Nieland	PSCC	127.8
11.	Bishop	PSCC	115.3
12.	Fleider	PSCC	112.3
13.	King	RAM	105.7
14.	Mayer	AHOC	96.5
15.	Propp	AHOC	89.2
16.	Roberts	NASCAD	64.3

#### WOMEN'S SEDANS

1.	Kelso	PSCC	509.0
2.	Coops	GFCCA	389.0
3.	Gillan	ROCA	338.0

#### WOMEN'S MODIFIED

1.	Lehmann	ROCA	487.9
2.	Sherwin	ROCA	110.8

#### MEN'S SEDANS

1.	Kelso	PSCC	454.3
2.	Morville	PSCC	448.4
3.	Whiteside	ROCA	360.1
4.	Coops	GFCCA	335.6
5.	Wilson	ROCA	166.5
6.	Zindler	ROCA	145.0
7.	Beauchamp	PSCC	144.5
8.	Christopherso	POC	126.1
9.	Micka	ROCA	113.9
10.	Grauer	ROCA	49.3
11.	Cunningham	CSCC	35.4
12.	Walker	ISCARA	6.1

#### MEN'S MODIFIED

1.	Lehmann	ROCA	500.0
2.	Wolleson	NRSCC	348.6
3.	Hauck	ROCA	77.3
4.	Kenyon	GFCCA	27.5
5.	Sherwin	ROCA	12.9

## Ken Purdy on Stirling Moss

Continued from page 4

to develop what I feel is one of the greatest rewards of racing for a driver - the knowledge that you have conquered fear - not to the extent that you ignore it, or that it is not present, rather that through tremendous discipline of your will power you conquer fear through the knowledge of what you and your car can do.

It's not really as easy as I make it sound. I habitually experience a migraine headache after every race as a consequence of the effort expended in conquering my fear.

### ONLY ONE POINT CHALLENGED BY HAUSER

The only item I challenge in the whole article is the statement that Moss has not been a good judge of race cars. Despite the fact that Moss concedes this point, I can't buy it. It's like saying that Arca and Shoemaker claim they are not good judges of race horses.

Through Prudy's excellent probing, Moss, the philosopher, emerges with some worthwhile reflections on pleasure and happiness.

As a racing driver, I would like to make a point of complimenting Ken Purdy for having produced the best personality study of a racing driver that I have ever read. The most revealing quote, to me, which Purdy managed to evoke from Moss was one which indicates the fierce pride which I suspect characterizes all who aspire to excell. In this quote, Moss is saying, "You go through a corner, absolutely flat out, right on the ragged edge, but completely in control and on your own line to an inch, and you say to yourself, all right, you bastards, top that one!"

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# VIGNETTES

Continued from page 3

asked questions. He did his own original stories.

When he went to Europe, it wasn't on a junket with VW or Renault picking up the tab. He went as a working newspaperman. The TIMES footed the bill. He didn't have to pay for his passage with glowing stories about the European factories.

Anyway, Bill wasn't a critical writer. He never got angry. He saw and reported. You wouldn't be too far wrong in tabbing him as just about the best auto editor in the US.

And now soon he will be leaving the TIMES to become public relations director for Studebaker Corp. automotive division. He and his family are moving to South Bend. It must be an awfully good paying job.

I'll say this, though---a capable young man is moving into Bill's spot. He is BOB THOMAS, who now covers the motor racing scene for that paper. Bob will have to work like hell to measure up to Dredge---and he can do it.

## RALLYISTS GOT REGAL WELCOME IN MEXICO

Lots of praise has filtered out of Mexico for its recent 24-Hr. rally, staged for the sixth year by the French Auto Club. The Alfa Romeo of OCHOA and PRUNEDA won it. Down for this event was my old compatriot who was with me on the Centroamerica-Mexico 2000mi. killer-diller last April, ROBERTO McKAY. Hewas teamed with BOB SCHNEIDER in the latter's Corvette. They were treated royally, welcomed and feted by a mariachi band and amigos-amigas. They weren't in the chips, but they were the only class A car to finish. Their highest praise was for the A-1 Tire Company's racing recaps, which they said produced top performance from start to finish over all kinds of terrain. . . Talking about Mexico, the Rally Auto Club announces there will be \$11,200 (US) up in the seventh annual Intl. Acapulco rally Oct. 27-28. Route: Mexico, Queretaro, Celaya, Morelia, Toluca, Mexico, Cuernavaca, Taxco, Acapulco. Details: RAC, Av. Chapultepec 471, Segundo Piso, Mexico DF. . .

## MOSS PLUGS THE FERRARI AND LOTUS ELITE

Some leftover notes & quotes from my recent interview of STIRLING MOSS:

He started racing at 17 in hillclimbs, sprints and trials. He has been in 466 races in 15 years ("I'm young 32, but it's terrible to contemplate that I'll soon be 33.") Stirling has been involved in 20 crashes, injured in four of them. A bad one was in the trials at Spa in 1960---out of action six weeks. Five weeks after returning, he set the lap record at Silverstone. The credit: to his doctors and three weeks of cha-cha-cha.

Stirling's cars have lost 11 wheels. . . eight brake failures (two complete) . . . two steerings sheared. He has driven a Ferrari 12 times. "It is the best car made, maybe with exception of Mercedes-Benz. And the one that holds the road best of all is the Lotus Elite."

He would not mind driving a Ferguson at Indianapolis. When he was in shape, he could rip the phone book apart, but he could never break the LeMans regulations. Seat belts? Not for racing cars. But he does have them in his sedan. He has a great fear of fire (this is what they feared when they were cutting him out of the wreckage at Goodwood on Easter Monday). "Those blokes in the FIA can't realize what dangers of fire there are by the use of batteries in racing cars. They should use the push-start." Because of the massive crowds (350,000 recently at German GP) and the clogging of roads, helicopters should be used more to get injured drivers to the hospital. You can't get through the crowds fast enough otherwise. I think it took them 40 minutes to get him to the nearest hospital after his recent crash.

He used a lightweight helmet. "It's just a polo helmet; it's comfortable. You could crack it easily." Moss didn't say so, but LESTER NEHAMKIN, the photog who has a photo story on the spin-outs at Sta. Barbara in Sept. MOTOR TREND, says Stirling sold the film rights to his life story to Review Intl. while he was here.

## HE WONDERES WHAT THEY KEEP IN THE GARAGE

BRIEFLY NOTED---Overheard on the communications hookup at a recent NW race: "Hell, control, will you ask my wife to bring the tool kit and spare wheel when she goes home? They're in the bedroom." Unidentified voice from out of there somewhere: "Hey control, we're just curious; will you ask that fellow what he keeps in the garage?" . . . Also: "Next time we get the damn thing completely finished one full day before the race. Then we'll run it all that day and see what's wrong with it" . . . BOB CHALLMAN of Manhattan Beach, who now has the Lotus distributorship for So. Calif., Ariz., Utah and So. Nev., will have new cars arriving soon. And lots of people are jumping with joy. He'll have Elites (remember what Moss said about the Elite for road-holding), Jrs., 7s and Super-7s . . . Amigo STEVE DA COSTA has been named assistant editor of FLEET OWNER in NY. He was formerly with Rootes, NY offices of MOTOR TREND and SPORTS CAR GRAPHIC. Knew Steve, a good boy, back in the old days when he was with the now defunct LA DAILY NEWS, and later in Hawaii (am an island dropper) . . .

From DICK STEIF, Ore. region RE ("now under regional suspension---FOR WHAT?")---"Read your note on pls. remind me to tell you how . . . RAY ALTMAN is winning a popularity contest in Portland, Ore. Please do tell me, preferably BEFORE the boom is lowered by me. Thanks." . . . I was going to go into this hassle, but it's awfully boring. All I know is that despite the defenses thrown up by Altman's SF press agent, he has been blasted from pillar to post in Oregon and Utah. They are all putting him in the same bracket with TRACY BIRD and D.D. MICHELMORE, who scuttled the old LA region of SCCA, along with the Pharaohs from Westport, famed the country over for their vast inadequacy . . .

A fan (yes!) wants to know where he can read a good and comprehensive yarn on the recent Centroamerica-Mexico Rally. Why, in the Aug. issue of SPORTS CAR GRAPHIC there is a long, long yarn by some young fellow who seems to be a combination of SHAKESPEARE, FAULKNER and HEMINGWAY. Absolutely great . . . It says here (SPORTS ILLUSTRATED): "Don't be surprised if Ford has an entry in the Indianapolis 500 next year. MICKEY THOMPSON speed king and builder of Buick-engined cars for this year's 500, has been unable to rehire DAN GURNEY for the 1963 race. Reason: Ford's got him for Indy."

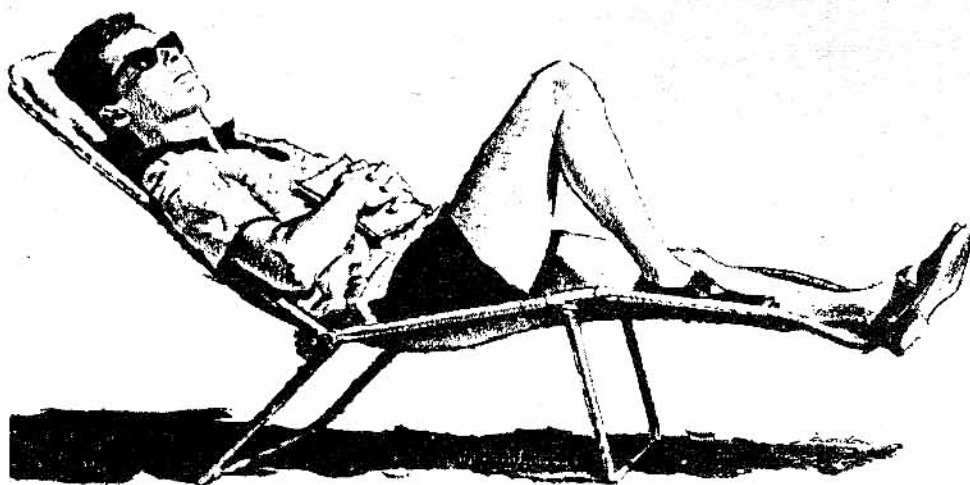


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